MR. CHAIRMAN: At Ramagundam?

SHRI PASUMPON THA. KIRUTTINAN: Yes, Sir. For non-availability of coal, there was a shortage of power generation up to 3,597 million units.

MR. CHAIRMAN: Thermal power station and the coal-mines are at the same place?

SHRI PASUMPON THA. KIRUTTINAN: Yes, Sir. Only 8,085.446 million units were generated.

Sir, reviewing the performance of the National Thermal Power Corporation's Southern Region, Mr. R.V. Shahsi, the Executive Director...

MR. CHAIRMAN: The question is of Railways. Please ask about the Railways, that is, transport between Ramagundam coal-mines and Ramagundam power station. That is all.

SHRI PASUMPON THA. KIRUTTINAN: Sir, I am coming to the point. To make my point, I have to say something.

MR. CHAIRMAN: Power generation is not their job.

SHRI PASUMPON THA. KIRUTTINAN: I am coming to the point, Sir. you will appreciate if I put my question. Mr. R.V. Shahsi, the Executive Director, told the newsmen that all Memorandum of Understanding targets have been achieved by the Region, and that the profit earned stood at Rs. 58.82 crores. However, the performance would have been far better but for shortage of coal.

MR. CHAIRMAN: Only talk about transport of coal by the Railways.

SHRI PASUMPON THA. KIRUTTINAN: Against a linkage of 70.80 lakh tonnes, only 52.32 lakh tonnes were received during the year. In view of this, I would like to know from the hon. Minister whether this is due to the fault of the Railways or due to the fault of the Coal Department. If it is the fault of the Railways, what action has been taken by the Railway Ministry to rectify this defect?

MR. CHAIRMAN: Have you failed to move coal from Ramagundam coalfields to the Ramagundam thermal power station?

You must be knowing that region, I hope.

SHRI MALLIKARJUN: Sir, kindly listen to me. Ramagundam is at the pithead of the Singareni Collieries. Coal supplied to Ramagundam is linked with the Singareni collieries. Sir, because of labour strike and because of non-production of coal at the Singareni collieries; the Railways have moved coal from the Western coalfields to Ramagundam. So also, Sir, as you are aware, Obra is near Singrauli and because of this, we have to move coal from the Karanpura coalfields to Obra also. So, we have been moving coal in spite of problems.

MR. CHAIRMAN: Question No. 202.

Shortage of LPG in Delhi

*202 SHRI RAM NARESH YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that there is acute shortage of LPG in Delhi;

(b) whether consumers have to wait for a long time for getting gas cylinders refilled;

(c) if so, what are the reasons therefor;

(d) the remedial measures taken in this regard;

(e) the number of gas cylinders required per month in Delhi and the number of cylinders supplied to it during the last two years month wise; and

(f) the number of gas connections in Delhi, giving separate figures for domestic and commercial use up to the end of January, 1992?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHNA KUMAR): (a) to (b) Some shortage in availability of LPG occurred on account of labour and other problems in the bottling plant at Tikrikalan. The situation is now under control.

(e) and (f) The number of LPG customers in Delhi as on 1.2.92 is approximately :

Domestic	:	12.58 lakhs
Non-domestic	:	5,000

श्री राम नरेश यादव : मान्यवर, मैंने प्रश्न पूछा था कि, क्या यह सच है कि दिल्ली में खाना पकाने की गैस की भारी कमी है? यह प्रश्न का "क" भाग है जिसका उत्तर माननीय मंत्रीजी ने नहीं दिया है।

MR CHAIRMAN: He has said that some shortage in availability of LPG occurred ...

श्री राम नरेश यादव : मान्यवर, "ख" के बारे में तो जवाब दिया है। क्या उपभोक्ताओं को भरे हुए गैस के सिलिंडर प्राप्त करने में लंबे समय तक प्रतीक्षा करनी पड़ती है? इसका उत्तर तो दिया है, लेकिन हमने पूछा था कि दिल्ली में हर महीने कितने गैस सिलिंडर्स की आवयकता है और पिछले दो वर्षों के दौरान हर महीने उसे कितने सिलिंडर्स दिए गए है? इसका भी कोई उत्तर नहीं आया है। मान्यवर, हमारा यह प्रश्न इसलिए था क्योंकि उधर बहुत से समाचार पत्रों में इस तरह की बातें 26 नवंबर, 91 को इंडियन एक्सप्रेस में आई थीं कि दिल्ली में गैस सिलिंडर्स की भारी कमी है। इस बारे में समाचार पत्र पूरा भरा पड़ा था दिल्ली के बारे में कि किस तरह से दिल्ली में एल०पी०जी० की भारी कमी है और उसके कारण उपभोक्ताओं को कितनी परेशानी उठानी पड़ती है। मान्यवर, यह इसलिए और भी आवश्यक था क्योंकि दिल्ली की जनसंख्या जो 1981 में 62,20,401 थी वह 1991 में बढ़कर 93,70,415 हो गयी। मान्यवर, दिन-प्रतिदिन जिस तरह से जनसंख्या बढ़ रही है वैसे ही खाना पकाने की गैस की भी समस्या बढ़ती चली जा रही है क्योंकि मान्यवर, लकड़ी और कोयला ऐसे साधन है जिनसे कि पर्यावरण की समस्या पैदा होती है। इसलिए इस बात को ध्यान में रखकर, मैं मंत्री महोदय से जानना चाहता हूं कि इस समय दिल्ली में जो रजिस्टर्ड उपभोक्ता हैं एल०पी०जी० के, उनके लिए कितने एल०पी०जी० कनेक्शंस की आवश्यकता है? यहां सरकार कहती है कि कुल इस समय जो हमने दिए हैं उनकी संख्या 12.58 लाख है, तो कितनों की कमी है और इस कमी को पूरा करने के लिए सरकार क्या कदम उठाने जा रही है, यह मैं माननीय मंत्री जी से उत्तर में जानना चाहता हूं?

SHRI S. KRISHNA KUMAR : Sir, I have with me the details of the demand as well as supply of LPG cylinders in Delhi for every month in 1990 and 1991, and I can read it out. But in order to save time, I may say that in the whole of calendar year 1990, the demand was 135.92 lakhs cylinders and the supply was 141.78 lakhs. Therefore, supply was more than the demand. Similarly, in 1991, demand was for 147.26 lakhs cylinders and supply was 147.86 lakhs. In the answer to the main question we have said that there was a shortage of LPG filled cylinders in January and February 1992. That was because of a strike in our bottling plant and stoppage and reduction in production as well as power shut-downs which are frequent in Delhi. This shortage has since been made up and now there is no shortage or difficulty in supply of LPG cylinders.

As regards the second part of the question, domestic consusmers in Delhi are 12.58 lakhs. It is true that there is a waiting list of 6.05 lakhs. This is not peculiar to Delhi alone. We have in India 17 million consumers of LPG and 7 million on the waiting list. My senior colleague the Petroleum Minister has directed that this waiting list shall be eliminated within 3 years. We have an accelerated production programme for LPG as well as its distribution. Number of new LPG connections has been enhanced to 10 lakhs from this year onwards and after 3-4 years, from 1994-95 when our production increases, we will be able to enhance the number to 40 lakhs per year thereby eliminating the waiting list and ensuring supply according to demand.

श्री राम नरेश यादव : महोदय, यह जो एक दूसरी समस्या उसके साथ उत्पन्न होती है, वह यह है कि आपने तो कहा कि हमने इतने गैस सिलिंडर्स दे दिए, लेकिन सवाल यह भी है कि खाली सिलिंडर्स देकर भरे सिलिंडर्स प्राप्त करने के लिए अर्थात् रिफिलिंग के लिए लोगों को 20-21 दिन तक इंतजार करना पड़ता है। इस स्थिति को ध्यान में रखते हुए, मेरा प्रश्न (अ) यह है कि सरकार रिफिलिंग समय से कर पाए, पांच दिन में या दस दिन में कर पाए, लेकिन लोगों को तो तीन-तीन हफ्ते इंतजार करना पड़ता है, तो उस समस्या को हल करने के लिए सरकार क्या करने जा रही है क्या दूसरा बाटलिंग प्लांट आप दिल्ली में स्थापित करने पर विचार कर रहे हैं और (ब) जैसाकि आपने बताया है 6.05 लाख की कमी है तो उस कमी को पूरा करने के लिए वर्ष 1992-93 के लिए सरकार की क्या योजना है?

SHRI S. KRISHNA KUMAR : Sir, it is in order to avoid delays and help the consumers that the Ministry has introduced, and the oil companies have implemented, a new system of double bottle connections. This system is being augmented so that the consumer has always one cylinder, while the other goes for filling. The problem is solved that way.

The few weeks' delay mentioned by Hon'b. member is because of the question of supply and demand and logistics.

There is a programme for augmentation of bottling capacity. In the case of Delhi also, in addition to the bottling plants at Tikri Kalan, Shakur Basti and Bahdurgarh, which are already there, there is a programme for augmentation. New plants will be coming up in the Eighth Plan. There is a programme for the entire country and Delhi will also be benefited by it.

SHRI S.K.T. RAMACHANDRAN : Sir, from the reply of the Minister, I find that one of the causes for such delays in the distribution of LPG is the labour problem. What steps the Government are taking to avoid such labour problems?

Secondly, LPG is mostly the concern of housewives. Therefore, the problem has to be dealt with very carefully.

How, we are discouraging the use of forest produce as fuel because we want that there should be no more depletion of the country's forest wealth. In this context, it is very essential that the distribution of LPG should be extended to the rural areas also. Therefore, what steps the Government have taken to extend the distribution of LPG to the rural areas?

SHRI S. KRISHNA KUMAR : Sir, I mentioned that there was a particular labour problem and shutdown in the Delhi plant, consequent to a scuffle between a worker and a manager. This was resolved. There was a temporary shutdown in the plant and slowing down of production. I need not explain about the labour situation in the whole country where such situations arise from plant to plant, from time to time.

It is the policy of the Government to extend the supply of LPG to the rural areas of the country. The whole exercise is dependent on market studies, estimates on the purchasing power of the population, etc. It is true that the distribution is weighted in favour of the urban areas. But the intention of the Government is to extend the LPG distribution to population centres where the population is above 20,000. The Government have also a very conscious policy of extending the LPG distribution to, what are called, environmentally-fragile areas, near the forests, and hill areas so that the pressure on cutting down of trees is reduced. In the hilly and forest areas of the country, we are giving a special subsidy on transport, that is, the cost of transportation to these areas is not charged to the consumer.

श्री कृष्ण लाल शर्मा : सभापति महोदय, मैं आपके माध्यम से मंत्री महोदय से यह पूछना चाहता हूं कि एल०पी०जी० की जो मिनिस्ट्रियल कोटे से कुछ एजेंसियां दी जाती हैं, उसमें से नई सरकार के आने के बाद मिनिस्ट्रियल कोटे से कुछ एल०पी०जी० गैस एजेंसियां दी गई हैं? अगर दी गई हैं तो इनमें से कुछ एजेंसियां किसी मंत्री और मंत्री के स्टाफ के रिश्तेदार को भी दी गई हैं? इसकी जानकारी मैं चाहता हूं।

SHRI S. KRISHNA KUMAR : Sir, the normal practice for distribution of LPG throughout the country is as per the marketing development plan. There is a small discretionary quota for the Minister. That is not something new. This discretionary quota was allotted by Ministers of several Governments, including the previous Governments, by Shri Gurupadaswamy, Shri S.P. Malaviya, etc. If you want to know the complete details, to whom discretionary allotment was given and all that, we would require separate notice. Also if there are personal allegations, there is a procedure for that. That may be followed.

SHRI SARADA MOHANTY : Sir, the electricity charges in Delhi have been enhanced from 87 paise per unit to Rs. 2.02 per unit. Those who were using electricity for cooking purpose are now being harassed. On the one hand the electricity charges have been increased, and on the other, they are not getting LPG cylinders. Will the Government pay special attention for supplying more LPG to the Delhi people?

SHRI S. KRISHNA KUMAR : I could not understand the question.

MR. CHAIRMAN : He is asking whether you will supply more LPG to Delhi people because the electricity charges have gone up.

SHRI S. KRISHNA KUMAR : As I said, already 17 million LPG consumers are being supplied with LPG. If you calculate with respect to the population of the country which is around 970 million and a household having five persons;

almost 10 per cent of the population of the country, with some concentration in the urban areas, are being supplied with LPG. This denotes a phenomenal expansion in the last few years. We have a programme for increased indigenous production of LPG through refineries and fractionators as well as imports. Through this programme we want to eliminate the waiting list of 7 million and satisfy the maximum number of consumers.

As I have already said, the waiting list will be eliminated by 1994-95 and more and more people, as they come into the demand stream later on, will be satisfied depending on pace of implementation of the programme.

MR. CHAIRMAN : Question No. 203.

श्रीमती सुषमा स्वराज : एक सवाल महिला को भी पूछने दीजिए।

श्री संघ प्रिय गौतम : चूल्हे का सवाल है, महिलाओं से सीधा संबंध रखता है।

श्रीमती सुषमा स्वराज : एक सवाल महिला को भी पूछने दीजिए। इतना अन्याय कर रहे हैं आप महिलाओं के ऊपर। एक सवाल पूछने दीजिए।

श्री सभापति : इनको भी खाना बनाना पड़ता है, इनके साथ पत्नी नहीं है। इसलिए आपकी पार्टी के जो नेता बैठे हुए हैं न, उनको मैंने समय दे दिया।

SHRI S. JAIPAL REDDY : She is so powerful that she can defend men in additon to women.

Model Railway Stations

*203. SHRI VITHALRAO MADHAV RAO JADHAV :†
SHRI GHUFRAN AZAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had formulated a plan to start some model railway stations on different lines in the recent past;

(b) the number of stations converted as Model Stations so far;

(c) the details of such proposals on Meter-gauge lines; and

(d) what are the details of stations converted into model stations on the Kacheguda-Manmad M.G. line?

†The question was actually asked on the floor of the House by Shri Vithalrao Madhavrao Jadhav.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d) A statement is laid on the Table of the Sabha.

(a) Yes, Sir.

(b) 21.

(c) Details of Model Stations in Metre Gauge lines.

Statement

(Figures in lakh of Rs.)

I. Stations served by MG

Name of Station	Estimated Cost
1. Bikaner Jn.	132.17
2. Jodhpur Jn.	53.37
3. Kathgodam	107.00
4. Allahabad City	67.00
5. Lumding Jn.	97.90
6. Tinsukia Jn.	148.02
7. Madurai Jn.	30.53
8. Mysore Jn.	79.16
9. Jaipur Jn.	49.35
10. Junagadh Jn.	2.01
11. Ajmer Jn.	55.45
TOTAL:	821.96

II. Stations served by MG and BG

Name of Station	Estimated Cost
1. Akola	74.39
2. Bhiwani	54.33
3. Gorakhpur Jn.	402.00
4. Samastipur Jn.	95.00
5. Muzaffarpur Jn.	173.62
6. Katihar Jn.	144.12
7. New Bongaigaon	57.63
8. Guwahati	169.97
9. Tiruchirappalli Jn.	74.81
10. Coimbatore Jn.	135.04
11. Bangalore City	125.28
12. Tirupathi	178.87
13. Bellary Jn.	93.60
14. Vijayawada Jn.	164.95
15. Nanded	79.90
16. Ahmedabad Jn.	10.37
17. Indore Jn.	63.79
18. Bharatpur Jn.	45.68
19. Agra Fort Jn.	68.84
20. Rajkot Jn.	25.35
TOTAL :	2237.54